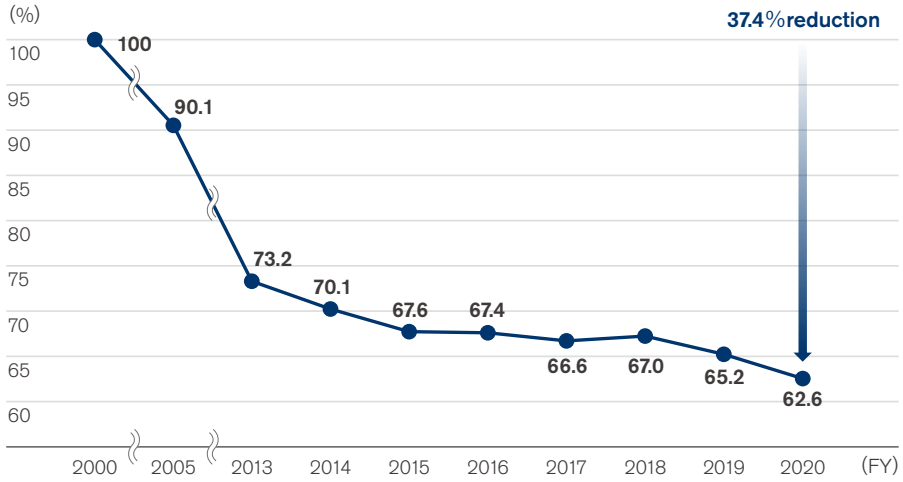
Environmental Data

Estimates (as of July 2020) have been used for the FY2019 actuals for CO_2, VOC, industrial waste, and water at European facilities.

GRI302-5

Climate Change (Products)

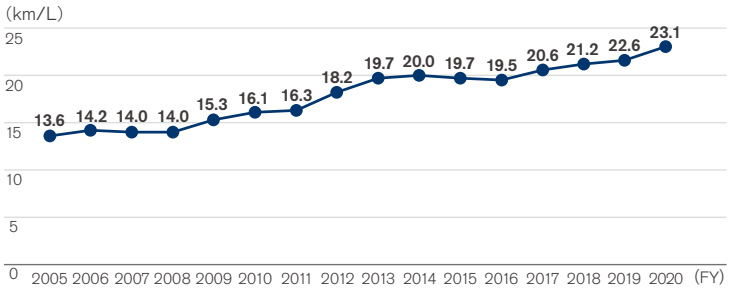
CO_2 Emissions from New Vehicles (Global)*



In fiscal 2020, CO_2 emissions in Nissan's main markets of Japan, the U.S., Europe, and China were 37.4% lower than fiscal 2000 levels, as measured by Corporate Average Fuel Economy (CAFE).
In particular, fuel efficiency has improved compared to fiscal 2019 due to the introduction of new models in the United States and Europe.

* Reduction in CO_2 emissions calculated by Nissan.

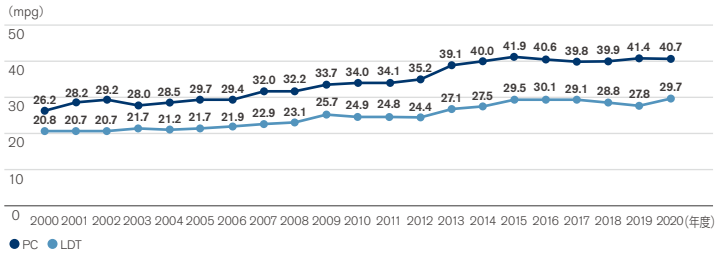
Corporate Average Fuel Economy (CAFE, JC08 Mode) in Japan



In fiscal 2020, the corporate average fuel economy in Japan was 23.1 km/L. Higher sales of Nissan Kicks and other e-POWER vehicles contributed to the 2% improvement over fiscal 2019.

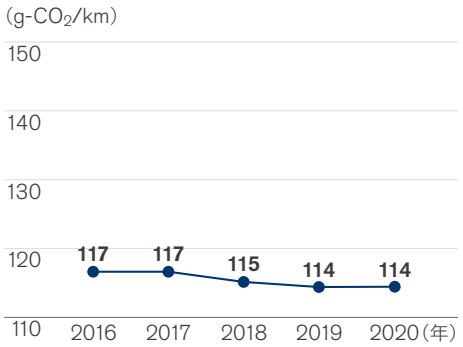
* Provisional values calculated in-house; some models include WLTC mode fuel consumption values.

Corporate Average Fuel Economy (CAFE) in the United States



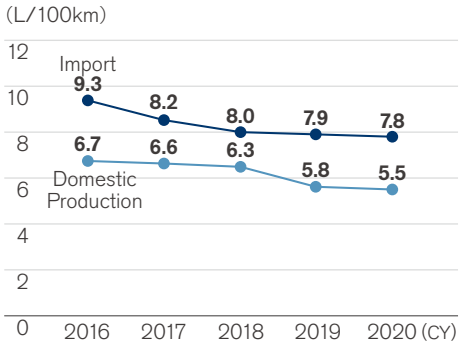
In fiscal 2020, US sales resulted in a CAFE of 40.7 mpg for passenger cars, a 2% decrease compared to fiscal 2019. In the light-duty truck segment, the release of new models increased the CAFE 7%, from27.8 mpg to 29.7mpg.

CO_2 Emission Index from Nissan Vehicles in Europe



In 2020, average CO_2 emissions in Europe were the same as 2019

Corporate Average Fuel Consumption in China



In 2020, fuel economy for domestically produced and imported vehicles improved approximately 4% and 1%, respectively. Increasing number of EVs improved the fuel economy of domestically produced vehicles.

Revenue, Global Sales Volume and Production Volume Data

(¥ billion)

	FY2019	FY2020
Revenue*1	11,217.6	9,108.7

(k unit)

	FY2019	FY2020
Global Sales Volume*2	4,930	4,052
Japan	534	478
North America	1,620	1,213
Europe	521	391
Asia	1,821	1,649
Other	434	320

(k unit)

	FY2019	FY2020
Global Production Volume*2	4,757	3,634
Japan	758	517
North America*3	1,340	953
Europe*4	508	336
Asia*5	1,991	1,737
Other*6	160	91

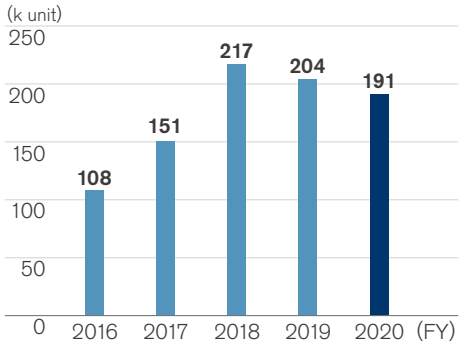
*1 Management pro-forma basis (includes Chinese joint ventures in proportionate consolidation).
*2 Global sales volume and global production volume for China and Taiwan consider values from January to December.
*3 Production in the U.S. and Mexico.
*4 Production in the U.K., Spain, Russia and France.
*5 Production in Taiwan, Thailand, Philippines, Indonesia, China, India and South Korea.
*6 Production in South Africa, Brazil, Egypt and Argentina.

Powertrain Type Ratios (Shipment-Based)

	Unit	Gasoline-powered vehicles	Diesel-powered vehicles	e-POWER vehicles	Electric vehicles	Hybrid drive vehicles	Natural-gas drive vehicles
Japan	%	34.5	2.3	26.2	1.9	35.1	0.1
North America	%	98.9	0.2	0.0	0.9	0.0	0.0
Europe	%	72.2	18.2	0.0	9.6	0.0	0.0
Other	%	93.3	5.5	0.1	0.7	0.4	0.0
Global	%	85.3	4.7	3.4	1.8	4.7	0.0

EVs

100% EV and e-POWER Vehicle Sales



* Includes the sale of EVs by joint ventures in China.

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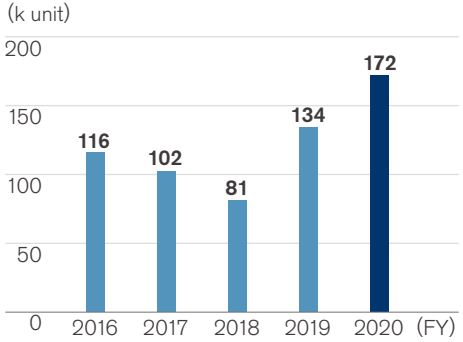
Hybrid Electric Vehicles

Hybrid Units Shipped

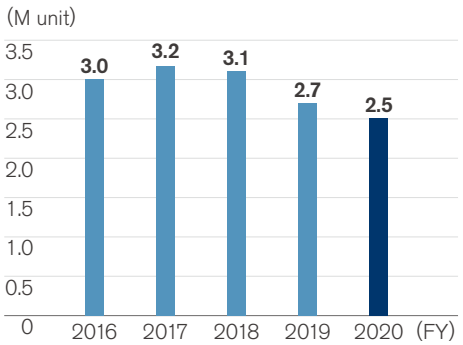


In 2020, vehicle numbers increased due to the expansion of hybrids to “kei” vehicles in Japan.

* Manufacturing base and office closures due to COVID-19 prevented the finalizing of fiscal 2019 data in Sustainability Report 2020. Fiscal 2019 data has been updated for Sustainability Report 2021.

Xtronic CVT

Xtronic CVT Sales Volume



In fiscal 2020, we sold 2.47 million additional Xtronic CVT vehicles, bringing the cumulative total to 32.4 million.

* CVT: Continuously Variable Transmission

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Climate Change (Corporate Activities)

Energy Input

(FY)

	Unit	2016	2017	2018	2019*3	2020
Total	MWh	10,189,082	9,532,840	9,252,737	8,313,893	7,655,514
By region						
Japan	MWh	4,497,562	4,084,912	3,700,532	3,438,939	3,015,419
North America	MWh	2,643,303	2,452,299	2,570,438	2,180,450	1,909,902
Europe	MWh	1,093,103	1,126,186	1,048,201	913,521	888,089
Other	MWh	1,955,115	1,869,443	1,933,566	1,780,983	1,842,105
By energy source						
Primary						
Natural gas	MWh	3,537,674	3,701,640	3,579,998	3,079,723	3,089,803
LPG	MWh	249,426	179,945	191,405	175,559	144,478
Coke	MWh	217,431	218,618	200,527	154,961	100,144
Heating oil	MWh	209,232	147,522	113,200	90,078	69,618
Gasoline	MWh	303,040	299,000	259,045	243,166	184,021
Diesel	MWh	57,488	48,259	53,074	23,246	25,315
Heavy oil	MWh	43,853	27,652	15,995	16,303	22,816

(FY)

	Unit	2016	2017	2018	2019*3	2020
External						
Electricity (purchased)	MWh	5,247,663	4,755,897	4,711,467	4,384,282	3,851,011
Renewable energy*1	MWh	157,226	133,212	135,574	123,225	181,815
Chilled water	MWh	12,919	6,661	7,487	5,086	3,530
Heated water	MWh	4,690	5,000	5,000	2,706	2,635
Steam	MWh	136,593	128,038	102,324	125,662	96,960
Internal						
Electricity (in-house generation)	MWh	11,847	14,609	13,214	43,668	65,183
Renewable energy*2	MWh	11,847	14,609	13,214	43,668	65,183
Total renewable energy	MWh	169,073	147,821	148,788	166,893	246,998

*1 Volume of renewable energy in electricity purchased by Nissan.
*2 Volume of renewable energy generated by Nissan at its facilities and consumed for its own purposes.
*3 Manufacturing base and office closures due to COVID-19 prevented the finalizing of FY2019 data in Sustainability Report 2020. FY2019 data has been updated for Sustainability Report 2021.

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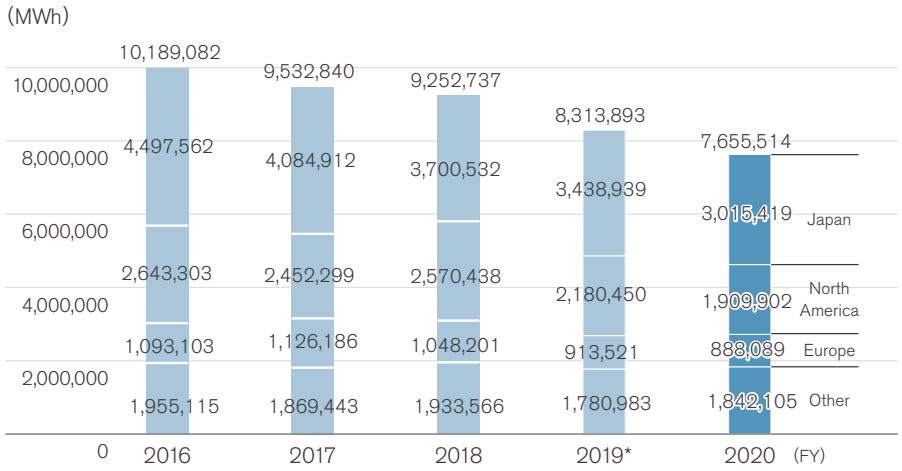
Global Energy Consumption



The total energy consumption of our global corporate activities during fiscal 2020 was 7.656 million MWh, a 8% decrease from fiscal 2019. This reduction was primarily due to the promotion of energy-saving activities at facilities and a decline in total production volume. Production sites globally accounted for 6.513million MWh★ of total energy consumption.

★ This figure is subject to assurance by KPMG AZSA Sustainability Co., Ltd. For details, please see here.
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* Manufacturing base and office closures due to COVID-19 prevented the finalizing of FY2019 data in Sustainability Report 2020. FY 2019 data has been updated for Sustainability Report 2021.

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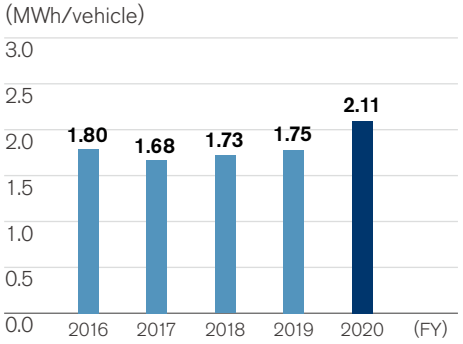
Energy per Vehicle Produced



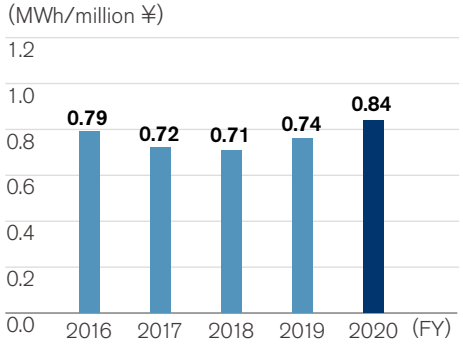
In fiscal 2020, energy per vehicle produced was 2.11MWh increased by 20.5% compared to fiscal 2019.

Data for the Japan region includes the manufacture of powertrains and other components for overseas assembly. Since the denominator is vehicles produced in the region, this tends to result in higher values for Japan.

By region	Unit	2020
Japan	MWh/vehicle	5.83
North America	MWh/vehicle	2.00
Europe	MWh/vehicle	2.64
Other	MWh/vehicle	1.01

GRI302-1 GRI302-3 GRI302-4

Energy per Revenue



In fiscal 2020, global Nissan facilities saw energy per revenue result of 0.84MWh, increased by 13% from 2019. We are taking ongoing steps toward decoupling financial capital generation from energy use.

GRI102-49

Carbon Footprint

(FY)

	Unit	2016	2017	2018	2019*	2020
Scope 1	t-CO_2	963,661	912,476	889,444	774,163	737,683
Scope 2	t-CO_2	2,614,028	2,394,109	2,339,883	2,105,700	1,804,759
Scope 1+2	t-CO_2	3,577,689	3,306,584	3,229,327	2,879,864	2,542,442
Japan	t-CO_2	1,579,089	1,333,335	1,208,303	1,147,686	923,892
North America	t-CO_2	823,340	683,332	738,234	648,754	647,465
Europe	t-CO_2	176,285	228,998	221,692	163,553	156,441
Other	t-CO_2	998,976	1,060,920	1,061,098	919,871	814,644
Scope 3	t-CO_2	150,462,000	213,715,000	203,106,900	173,138,601	135,068,055

In fiscal 2020, the total of Scope 1 and 2 emissions was 2.542 million tons. Total CO_2 emissions from manufacturing processes were 1.951million tons★ (Scope 1 emissions: 0.599million tons★; Scope 2 emissions: 1.353million tons★).

★ This figure is subject to assurance by KPMG AZSA Sustainability Co., Ltd. For details, please see here.

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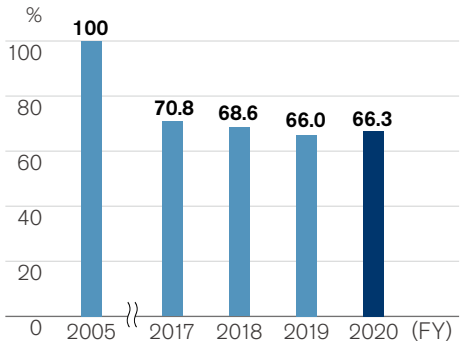
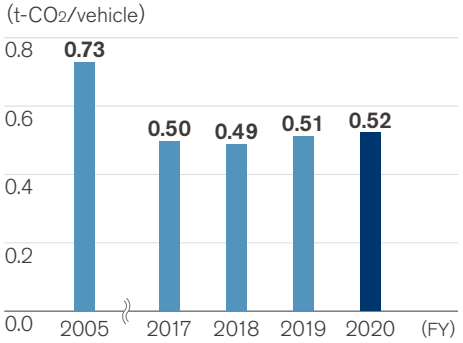
* Manufacturing base and office closures due to COVID-19 prevented the finalizing of FY2019 data in Sustainability Report 2020. FY2019 data has been updated for Sustainability Report 2021.

Corporate Carbon Footprint per Vehicle Sold



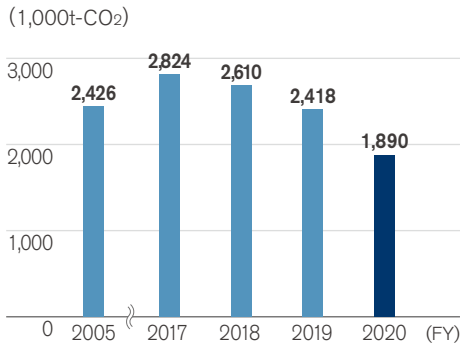
In fiscal 2020, overall corporate emissions were reduced by 33.7% compared to fiscal 2005, representing steady progress toward our fiscal 2022 goal.

Manufacturing CO_2 per Vehicle Produced

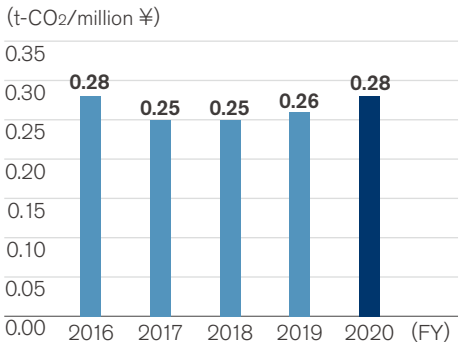


In fiscal 2020 , our manufacturing CO_2 emissions per vehicle produced were 0.52 tons, 29.7% less than fiscal 2005.

Carbon Footprint of Manufacturing Activities



Scope 1 and 2 Emissions per Revenue



In fiscal 2020, CO_2 emissions from our global operations were 0.28 ton per ¥1 million of revenue.

Logistics Volume

(FY)

	Unit	2016	2017	2018	2019	2020
Total	mil ton-km	39,930	35,635	34,903	28,288	21,168
Inbound*	mil ton-km	10,634	9,699	10,164	8,083	5,518
Outbound*	mil ton-km	29,296	25,935	24,739	20,205	15,651
Sea	%	60.9	57.6	60.9	63.8	60.2
Road	%	24.8	25.9	23.3	23.0	25.0
Rail	%	14.0	16.1	14.9	12.7	14.3
Air	%	0.4	0.4	0.9	0.6	0.5

* "Inbound" includes parts procurement from suppliers and transportation of knockdown parts;
* "Outbound" includes transportation of complete vehicles and service parts.

In fiscal 2020, global shipping decreased by around 25% compared to the previous fiscal year, to 21,168 million ton-km. This was mainly due to a decline in shipments of finished vehicles caused by lower levels of productions as a result of COVID-19.

CO_2 Emissions from Logistics

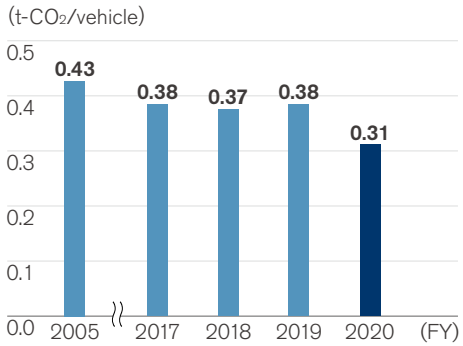
(FY)

	Unit	2016	2017	2018	2019	2020
Total	t-CO_2	1,926,477	1,567,248	1,482,982	1,144,338	891,817
Inbound*	t-CO_2	809,088	739,610	762,314	582,957	392,014
Outbound*	t-CO_2	1,117,389	827,638	720,667	561,381	499,803
Sea	%	17.8	20.0	19.9	21.1	20.1
Road	%	62.1	64.6	60.3	64.1	65.9
Rail	%	5.6	7.0	6.7	5.9	6.7
Air	%	14.5	8.4	13.1	8.9	7.4

* "Inbound" includes parts procurement from suppliers and transportation of knockdown parts;
* "Outbound" includes transportation of complete vehicles and service parts.
* Value in 2016 were corrected after recalculation.

In fiscal 2020, CO_2 emissions from logistics were 891,817 tons, down approximately 22% from the previous fiscal year. A substantial contribution to the reduction of overall CO_2 emissions was made by production volume decrease and reduction of air shipping.

CO_2 Emissions per Vehicle Transported



In fiscal 2020, CO_2 emissions per vehicle transported were 0.31 tons.

GRI305-3

Scope 3 Emissions by Category

We conducted a study based on the Corporate Value Chain (Scope 3) Accounting and Reporting Standard from the GHG Protocol and found that about 90% of Scope 3 emissions were from the use of sold products.

(FY)

Category	Unit	2020
1.Purchased goods & services	kt-CO_2	12,726★
2.Capital goods	kt-CO_2	791
3.Fuel- and energy-related activities	kt-CO_2	264
4.Upstream transportation & distribution	kt-CO_2	392
5.Waste generated in operations	kt-CO_2	126
6.Business travel	kt-CO_2	27
7.Employee commuting	kt-CO_2	162
8.Upstream leased assets	kt-CO_2	0
9.Downstream transportation & distribution	kt-CO_2	560
10.Processing of sold products	kt-CO_2	7
11.Use of sold products	kt-CO_2	119,431★
12.End-of-life treatment of sold products	kt-CO_2	272
13.Downstream leased assets	kt-CO_2	309
14.Franchises	kt-CO_2	0
15.Investments	kt-CO_2	0
Total	kt-CO_2	135,067

★ This figure is subject to assurance by KPMG AZSA Sustainability Co., Ltd. For details, please see here.
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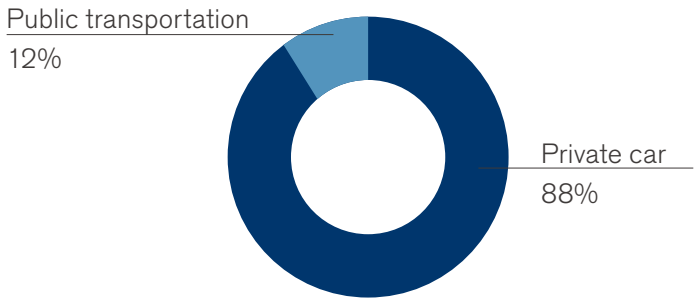
Carbon Credit

Nissan Motor Iberica, S.A. in Barcelona and Cantabria, Spain, entered EUETS, and the verified allowance earned for fiscal 2020 was 26,153 tons.

Employee Commuting CO_2 Emissions



In fiscal 2013, Nissan introduced a companywide CO_2 reduction plan for car commuting employees in Japan. This plan encourages car commuters to shift from internal combustion engine vehicles to electric vehicles. For fiscal 2020, CO_2 emissions from car commuting in Japan were approximately 23.8 kton*, or 2.8ton-CO_2/vehicle annually.

* Calculated by using the parameters below together with vehicle homologation data:
- Average car commuting range (Japan): 9,358 km/vehicle-year
- CO_2 emission factor for gasoline-powered vehicles (National Greenhouse Gas Inventory Report of Japan [2009]): 0.33 kg-CO_2e/km
- CO_2 emission factor for electricity (Tokyo Electric Power Company [FY2019]): 0.000441 t-CO_2/kWh
- Employees of Nissan offices and manufacturing plants in Japan, fiscal 2020

GRI305-7 GRI306-4

Air Quality

Emissions

IIn fiscal 2020, NOx and SOx emissions from Nissan facilities in Japan were 364 tons and 10tons respectively. both NOx and SOx reduced due to production volume decrease in 2020.

(FY)

	Unit	2016	2017	2018	2019	2020
NOx	ton	430	619	418	380	364
SOx	ton	31	36	34	14	10

Volatile Organic Compounds (VOCs)

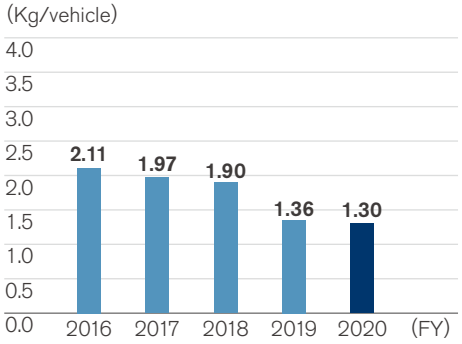
In fiscal 2020, VOCs from manufacturing plants were 4,742 tons globally, a reduction from fiscal 2019. We actively continue to promote activities to reduce VOCs, such as switching to materials including water-based paints.

(FY)

	Unit	2016	2017	2018	2019	2020
Total	ton	11,933	10,564	8,433	6,465	4,742
Japan	ton	3,580	3,232	2,188	2,016	1,420
North America	ton	4,851	4,284	3,847	3,135	2,294
Europe	ton	3,502	3,048	2,397	1,315	1,028

* Value in 2017 and in 2018 were corrected after recalculation.

VOCs per Vehicle Produced



In fiscal 2020, VOCs per vehicle produced were 1.3kg

(FY)

By region	Unit	2020
Japan	kg/vehicle	2.74
North America	kg/vehicle	2.40
Europe	kg/vehicle	3.05

GRI102-49

Released Substances Designated by PRTR Law* (Japan)

In fiscal 2019, released substances designated by the PRTR (Pollutant Release and Transfer Register) Law in Japan were 3,313 tons, decrease from fiscal 2018.

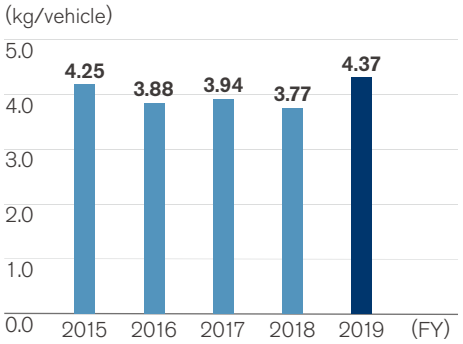
(FY)

	Unit	2015	2016	2017	2018	2019
Japan site total*1	ton	3,610	3,943	3,883	3,398	3,313
Oppama	ton	488	872	796	715	1,022
Tochigi	ton	1,435	1,179	920	655	467
Kyushu	ton	1,173	1,406	1,697	1,573	1,391
Yokohama	ton	12	17	20	25	21
Iwaki	ton	132	144	62	54	62
NTC	ton	370	325	388	378	351

* The table shows chemical substance emissions calculated based on the Japanese government PRTR guidelines. PRTR emissions show total volume excluding substances adherent to the product.

*1 Past figures have been changed since the compilation method used for other plants has been made consistent with that of the Yokohama Plant.

PRTR Emissions per Vehicle Produced (Japan)



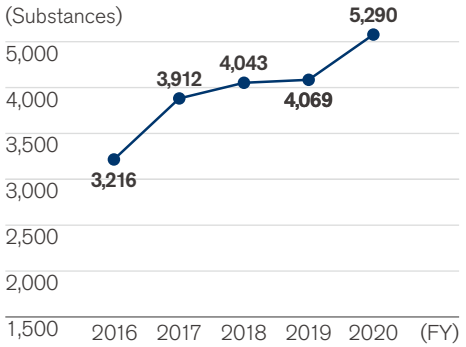
In fiscal 2019, PRTR emissions per vehicle produced in Japan were4.37 kg, a decrease from fiscal 2018.

* Past figures have been changed since the compilation method used for other plants has been made consistent with that of the Yokohama Plant.

GRI301-2 GRI301-3

Resource Dependency: Achievements in Reuse

Proper Use of Regulated Chemical Substances



Nissan revised its standard for the assessment of hazards and risks in the Renault-Nissan Alliance, actively applying restrictions to substances not yet covered by regulations but increasingly subject to consideration around the world. As a result, the number of substances covered by the Nissan Engineering Standard in fiscal 2020 rose to 5,290. These steps are thought to be necessary for future efforts in the repair, reuse, remanufacture and recycle loop for resources.

For more information on chemical substances governance.
>>> P093

Recycled Plastic Usage in Vehicle

We are making efforts to expand the use of recycled plastic in our vehicles, as well as developing technologies for this. Recycled plastic use in fiscal 2020 was 5%, based on the rate achieved by our best-selling model in Europe.

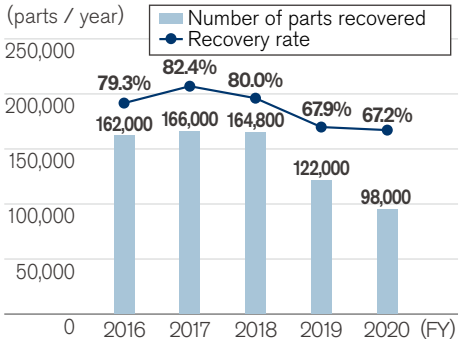
Automotive Shredder Residue to Landfill Ratio

After removing ferrous and nonferrous metals from ELVs, in accordance with the End-of-Life Vehicle Recycling Law in Japan, the ratio of ASR taken to landfills for final disposal was zero in fiscal 2020 as same as 2019's result. This was achieved by enhancing recycling capability through the acquisition of additional facilities that comply with the law.

Material Ratio

In 2020, ferrous metals accounted for 61% of the materials used in our automobiles by weight. Nonferrous metals made up another 13% and resins 15%, with miscellaneous materials making up the final 12%. To further reduce our use of natural resources, we are advancing initiatives to expand the use of recycled materials in each of these categories.

Recovered Bumpers



GRI306-2

Resource Dependency (Facility Waste)

Waste

Waste generated globally in fiscal 2020 amounted to 153,160 tons, a slight decrease from 199,470 tons in fiscal 2019. Waste generated globally from production sites in fiscal 2020 was 145,529 tons★.

★ This figure is subject to assurance by KPMG AZSA Sustainability Co., Ltd. For details, please see here.
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(FY)

	Unit	2016	2017	2018	2019	2020
Total	ton	158,939	152,674	206,645	199,470	153,160
By region						
Japan	ton	61,115	61,327	69,829	63,294	48,921
North America	ton	45,459	35,177	64,514	58,970	48,043
Europe	ton	41,110	45,268	49,662	50,205	31,868
Other	ton	11,255	10,903	22,639	27,001	24,328
By treatment method						
Waste for disposal	ton	8,707	8,041	7,231	6,365	6,539
Recycled	ton	150,231	144,633	199,414	193,105	146,621

* Manufacturing base and office closures due to COVID-19 prevented the finalizing of FY2019 data in Sustainability Report 2020. FY2019 data has been updated for Sustainability Report 2021.

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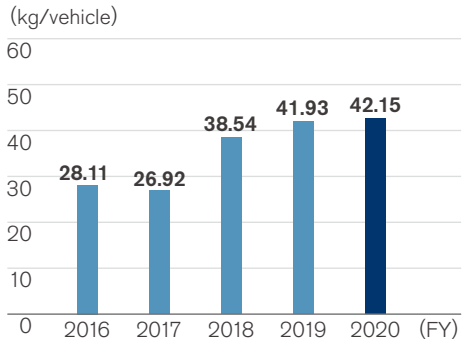
Waste per Vehicle Produced



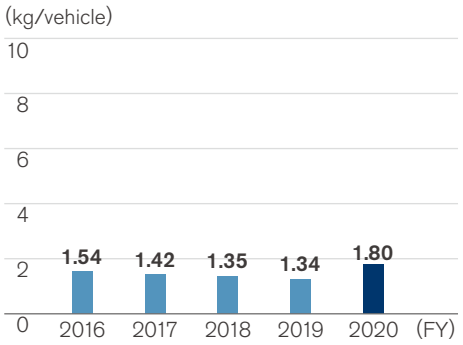
In fiscal 2020, waste per vehicle produced slightly increased to 42.15 kg

(FY)

By region	Unit	2020
Japan	kg/vehicle	94.62
North America	kg/vehicle	50.41
Europe	kg/vehicle	94.85
Other	kg/vehicle	13.31

* Manufacturing base and office closures due to COVID-19 prevented the finalizing of FY2019 data in Sustainability Report 2020. FY2019 data has been updated for Sustainability Report 2021.

Waste for Disposal per Vehicle Produced



In fiscal 2020, the volume of waste for disposal was increased to 1.80 kg per vehicle produced.

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Water Resource Management

Water Input for Corporate Activities

In fiscal 2020, water input for corporate activities was 21,159 thousand m³, a 11% decrease compared with the fiscal 2019 level. Water input from production sites was 20,542,337m³★.

★ This figure is subject to assurance by KPMG AZSA Sustainability Co., Ltd. For details, please see here.
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(FY)

	Unit	2016	2017	2018	2019	2020
Total	1,000m³	29,118	26,197	26,420	23,656	21,159
Japan	1,000m³	15,563	13,115	13,022	11,918	10,797
North America	1,000m³	5,483	4,905	4,930	4,768	3,888
Europe	1,000m³	2,299	2,155	2,093	1,792	1,373
Other	1,000m³	5,774	6,023	6,376	5,178	5,101

Cleaner Effluent Through Wastewater Treatment

Nissan thoroughly processes and is promoting activities to reduce wastewater at its various plants.

(FY)

	Unit	2016	2017	2018	2019	2020
Total	1,000m³	20,516	17,410	17,345	15,391	13,624
Japan	1,000m³	12,681	10,376	10,472	9,496	8,474
North America	1,000m³	4,028	3,382	3,190	2,746	2,351
Europe	1,000m³	1,767	1,564	1,539	1,389	1,094
Other	1,000m³	2,040	2,088	2,143	1,760	1,705

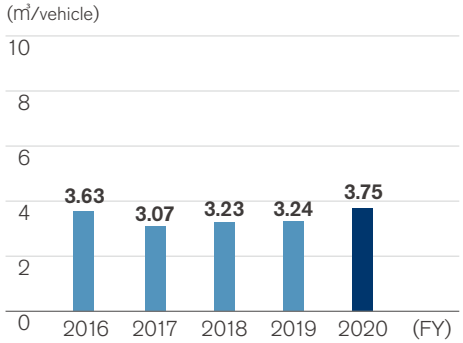
Quality

Chemical oxygen demand (COD) Japan only	kg	29,730	26,451	21,149	18,795	14,865

* Manufacturing base and office closures due to COVID-19 prevented the finalizing of FY2019 data in Sustainability Report 2020. FY2019 data has been updated for Sustainability Report 2021.

GRI102-49 GRI303-4 GRI306-1

Water Discharge from Corporate Activities (Per Vehicle Produced)



In fiscal 2020, water discharge per vehicle produced was 3.75m³, which was a 16% increase compared to fiscal 2019.

(FY)

By region	Unit	2019	2020
Japan	m³/vehicle	12.53	16.39
North America	m³/vehicle	2.05	2.47
Europe	m³/vehicle	2.73	3.26
Other	m³/vehicle	0.82	0.93

* Manufacturing base and office closures due to COVID-19 prevented the finalizing of FY2019 data in Sustainability Report 2020. FY2019 data has been updated for Sustainability Report 2021.

Data for the Japan region includes the manufacture of powertrains and other components for overseas assembly. Since the denominator is vehicles produced in the region, this tends to result in higher values for Japan.

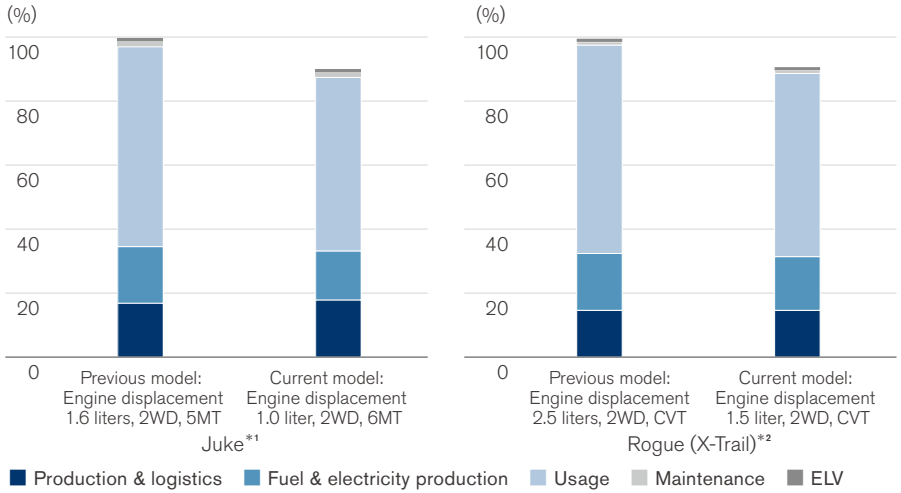
Strengthening Our Business Foundations to Address Environmental Issues

Global Top Selling Model's Lifecycle Improvements

We are advancing LCA method applications and expanding the scope of our understanding of the environmental impact of our products in quantitative terms to our best-selling models worldwide. On a per-vehicle basis, coverage includes approximately 80% of vehicles globally and about 90% in Europe.

With the Altima and Rogue, for example, improvements in internal combustion engine efficiency and vehicle weight reduction have led to both enhanced safety features and lower CO_2 emissions.

Lifecycle CO_2 Equivalent Emissions (CO_2, CH_4, N_2O, etc.)

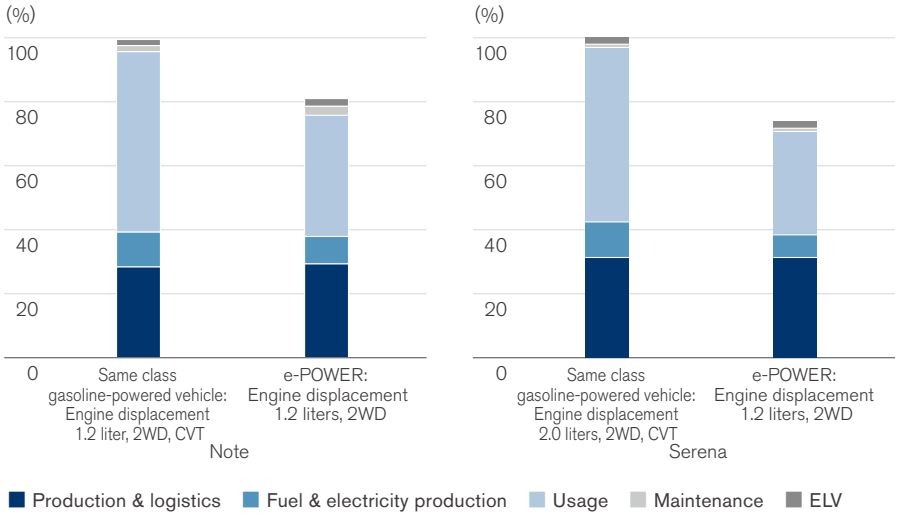


*1 Production in EU, 150,000 km driven in EU (basis for comparison).
*2 Production in United States, 120,000 miles driven in United States (basis for comparison).

LCA Comparison for e-POWER Models

Nissan introduced its new e-POWER powertrain in 2016, marking another significant milestone in the electrification strategy with lifecycle emission improvements.
Compared to their gasoline-powered counterpart models, the Note e-POWER and Serena e-POWER have achieved 18% and 27% reductions in CO_2 emissions.

Lifecycle CO_2 Equivalent Emissions (CO_2, CH_4, N_2O, etc.)

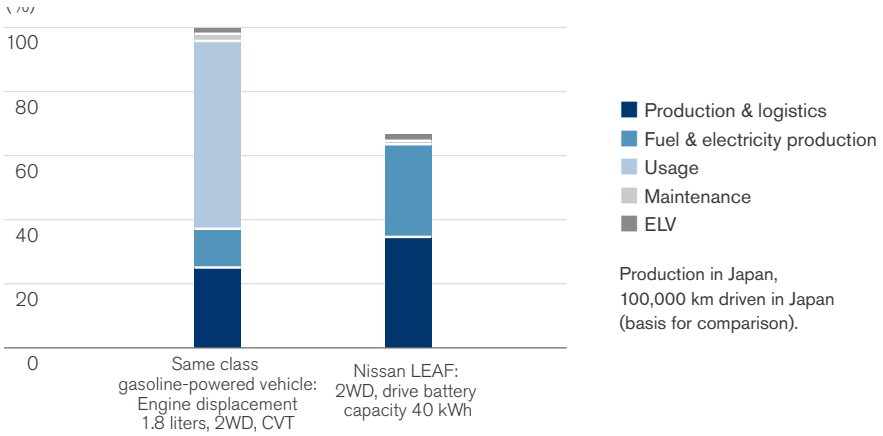


Production in Japan, 100,000 km driven in Japan (basis for comparison).

LCA Comparison for the New Nissan LEAF

Compared to conventional vehicles of the same class in Japan, the Nissan LEAF results in approximately 32% lower CO_2 emissions during its lifecycle. We are making efforts to reduce CO_2 emissions during EV production by improving the yield ratio of materials, using more efficient manufacturing processes and increasing the use of recycled materials.

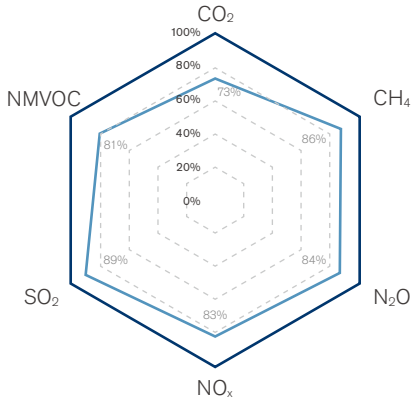
Lifecycle CO_2 Equivalent Emissions (CO_2, CH_4, N_2O, etc.)



Production in Japan, 100,000 km driven in Japan (basis for comparison).

Lifecycle Improvements Beyond Climate Change

Emissions Improvement in the New Serena e-POWER over Its Lifecycle



Production in Japan, 100,000 km driven in Japan.

Nissan is expanding the scope of LCAs to include not just greenhouse gases but also a variety of chemicals amid growing societal concerns over air quality and ocean acidification and eutrophication. Our compared to conventional gasoline engine significantly more environmentally friendly, achieving 11% and 27% emission reductions for all targeted chemical substances and achieving environmental benefits throughout its lifecycle.

GRI102-49 GRI301-1 GRI302-1 GRI303-1 GRI305-1 GRI305-2 GRI305-7 GRI306-1 GRI306-2

Material Balance

Input

(FY)

	Unit	2019	2020
Raw materials	ton	5,818,699	4,665,300
Energy	MWh	8,313,893*	7,655,514
Renewable energy	MWh	166,893*	246,998
Water withdrawal	1,000m³	23,656*	21,159

* Manufacturing base and office closures due to COVID-19 prevented the finalizing of FY2019 data in Sustainability Report 2020. FY 2019 data has been updated for Sustainability Report 2021.

Output

(FY)

	Unit	2019	2020
Vehicles produced			
Global production volume	k unit	4,757	3,634
CO_2 emissions	t-CO_2	2,879,864*	2,542,442
Water discharge	1,000m³	15,391*	13,624
Emissions			
NOx	ton	380	364
SOx	ton	14	10
VOC	ton	6,465	4,742
Waste			
For recycling	ton	193,105*	146,621
For final disposal	ton	6,365*	6,539

* Manufacturing base and office closures due to COVID-19 prevented the finalizing of FY2019 data in Sustainability Report 2020. FY2019 data has been updated for Sustainability Report 2021.

Environmental Conservation Cost

(FY)

		2019		2020	
	Unit	Investment	Cost	Investment	Cost
Total	mil ¥	2,538	183,578	1,822	151,675
Business area	mil ¥	15	1,790	15	1,601
Upstream/ downstream	mil ¥	0	639	0	517
Management	mil ¥	0	8,973	0	12,131
R&D	mil ¥	2,523	172,011	1,807	137,296
Social activities	mil ¥	0	146	0	92
Damage repairs	mil ¥	0	19	0	39

(FY)

	Unit	2019	2020
Total	mil ¥	6,207	5,466
Cost reduction	mil ¥	540	408
Profit	mil ¥	5,667	5,058

* All environmental costs are based on the guidelines provided by Japan's Ministry of the Environment, and calculated for activities in Japan only.